

UNITED STATES MARINE CORPS
Logistics Operations School
Marine Corps Combat Service Support School
PSC Box 20041
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LS204
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STUDENT OUTLINE

PERFORM A BEACH RECONNAISSANCE EXERCISE

1. **LEARNING OBJECTIVES**

a. **TERMINAL LEARNING OBJECTIVES:** Provided a situation and a training area, and tasked to perform a beach landing site reconnaissance, perform a beach reconnaissance in accordance with FMFM 4-3. (0481.01.15)

b. **ENABLING LEARNING OBJECTIVES:**

(1) Provided a beach landing area, sketch each area selected for a beach landing site in accordance with FMFM 4-3. (0481.01.15a)

(2) Provided a beach landing area, sketch each area selected for command posts in accordance with FMFM 4-3. (0481.01.15b)

(3) Provided a beach landing area, sketch each area selected for supply dumps in accordance with FMFM 4-3. (0481.01.15c)

(4) Provided a beach landing area, sketch each area selected for an evacuee holding area in accordance with FMFM 4-3. (0481.01.15d)

(5) Provided a beach landing area, sketch each area selected for access roads in accordance with FMFM 4-3. (0481.01.15e)

(6) Provided a beach landing area, sketch each area selected for a landing zone site in accordance with FMFM 4-3. (0481.01.15f)

(7) Provided a beach landing area, sketch each area selected for a water supply point in accordance with FMFM 4-3. (0481.01.15g)

(8) Provided a beach landing area, sketch each area selected for an equipment staging area in accordance with FMFM 4-3. (0481.01.15h)

OUTLINE

1. BEACH LANDING SITE:

a. The size of a landing beach is determined by the size of the unit making the landing and the tactical scheme of maneuver. Units can land adjacent to each other or on greatly separated beaches.

(1) MEF (DIV), Marine Expeditionary Force requires 2,000 meters of beach. If the concept of two regiments making the landing and one regiment in reserve is used, an entire landing support battalion is needed to support the division landing.

(2) MEB (REG), Marine Expeditionary Brigade requires 1,000 meters of beach if using the same concept. A landing support company is needed to support a landing.

(3) MEU (BLT), Marine Expeditionary Unit requires 500 meters of beach if using the same concept. A landing support platoon is needed to support a battalion landing

b. Beach Considerations. The landing force and landing support commanders are particularly concerned about hydrographic conditions. Principal hydrographic factors include:

(1) Surf. The swell of the sea that breaks upon the shore and its effect on landing craft.

(2) Gradient. The influence of the inclination and declination of beach gradient with respect to the beaching of landing craft of different types as well as the use of vehicles.

(3) Depth. Depth of water close inshore as related to determination of anchorage and maneuverability of supporting vessels.

(4) Composition. The analyzed structure of the beach in determining the beaching and retracting of landing craft and trafficability for personnel and vehicles.

(5) Tides. Range and time of tides.

(6) Obstacles. Location of natural and man-made obstacles as related to their influence on the beaching of landing craft and the debarkation of personnel and material.

2. COMMAND POST:

While working on numbered beaches such as RED BEACH ONE and RED BEACH TWO, the command posts will be referred to as a Tactical Logistics Operation Center (TLOC), Combat Service Support Operation Center (CSSOC), or Combat Operation Center (COC). For the most part, when the designated number beach is tasked with receiving and issuing of supplies from the dump sites, the command post will be a Combat Service Support Operation Center (CSSOC). Once the head quarter element hits the beach and sets up. The command post over the numbered beaches will be the Landing Force Shore Party (LFSP). The supply dumps will submit their reports to the CSSOC and the CSSOC will submit a report to the LFSP.

a. Mission. Engineers attached to the landing force are responsible for clearing safe lanes to get the assault waves inland. Once the landing support unit comes ashore, it is responsible for marking and removing obstacles in the beach support area which are hazardous to landing support operations.

b. Personnel. Beach clearing teams are centered around the combat engineers (1371's) who are part of the landing support T/O. If the task is a major engineer undertaking, force engineers will be called on to handle these projects.

c. Equipment. Due to the numerous and varied fusing mechanisms on foreign mines, mine detectors should only be used as a last resort. In a heavily mined beach area, mechanical reduction means such as a track-width or full width mine plow or D-7G dozer with armored protective kit is recommended. Once uncovered, the mines can be manually or explosively neutralized by placing C-4 or TNT charges next to each.

3. SUPPLY DUMPS:

a. General. Organize the beach to effectively accomplish assigned landing support tasks. When a BLT lands, each landing support team will handle two of the four classes of supplies (fuel, rations, miscellaneous supplies, and ammunition), in addition to providing separate facilities for casualties. If the BLT's land on greatly separated beaches, each team must handle all classes of supplies.

b. Take fuel ashore initially in drums or pods. Locate the unloading point marker near an existing or recently constructed roadway near the flank of the beach. As the operation continues, the bulk fuel section will come ashore and establish an assault fuel system and pump fuel directly from a ship to the fuel farm. Establish the fuel farm well inland. The tremendous amounts of Class III required by the landing force are landed in bulk,

utilizing the amphibious assault fuel system. The bulk fuel personnel and their equipment needed to install the system are attached to the landing support by the Force Service Support Group. The equipment is mobile-loaded on landing ships and is landed early in the operation. Under normal circumstances, the fuel unit has enough men and equipment assistance. The landing support makes provisions for adequate space, administrative support, and protection for this unit within the BSA.

c. Aviation Support. Support of aviation units landed from assault ships is the responsibility of landing support. Aviation technical personnel equipped with special cargo handling equipment, are attached to landing support during the landing and setting up of the BSA. The major portion of Class III(A) is handled by the bulk fuel system. If possible, other supplies, particularly Class V(A), are delivered to installations in the vicinity of the operating air facilities. This is done to avoid rehandling supplies within the BSA.

d. Rations. Place the ration unloading point near the fuel unloading point because as the ration unloading increases, men and equipment no longer required at the fuel unloading point can be shifted to the ration unloading point as the work load changes. This organization permits the maximum effective use of critical men and equipment by the landing support.

e. Miscellaneous. Arrange the beach so that the miscellaneous supply unloading point is located near the center of the beach. Supplies to be unloaded at this point are primarily organizational supplies and equipment which will not arrive ashore early in the landing. Because of this, the bulk of the men and equipment on this flank of the beach can be initially employed at the ammunition unloading point.

f. Ammunition. The ammunition unloading point will be handling consistently large volumes of cargo throughout the landing and is the critical unloading point on this flank of the beach. Locate this dump on the opposite flank from the fuel dumps. An LZ and well constructed roads should be in close proximity to this dump.

g. Tracked Vehicles. Locate tracked vehicle points on the flank farthest from the bulk fuel system to prevent the vehicles from interfering with or damaging the fuel system.

h. Wheeled Vehicles. Locate unloading points on the same flank as the ammunition because many of the vehicles will normally be preloaded with ammunition.

4. EVACUEE HOLDING AREA:

a. Casualty Collection points. During the initial assault, casualties are evacuated from the beach evacuation stations without delay. These beach evacuation stations (BLT aid stations) are relieved by landing support evacuation teams which are formed from the augmented medical evacuation section, Medical Battalion, FSSG. As the buildup of the landing force continues ashore and the BSA becomes organized, more deliberate medical assistance is provided by mutual agreement between landing support and the medical officer. The BAS is generally located in protected areas which are near good access roads. A helicopter landing site is prepared in the same location.

b. Troop Assembly Areas. Troop units of reserve and support elements are quickly moved off the beach and into assembly areas to prevent them from disrupting the activities on the beach. They may occupy these areas for varied periods of time, from a few hours to several days. Landing support brings them up to date on the tactical situation, makes use of them for BSA defense, and provides them with the administrative and logistic support they may require. Landing support notifies higher headquarters of the unit's arrival time and location

c. Enemy Prisoners of War and Civilian Enclosures. It is essential that enclosures be prepared to handle both EPOW's and civilians. The enclosures are separated from each other and from the other logistic installations. They are located within the defenses of the BSA and should be big enough to provide for the physical necessities of the persons confined.

5. ACCESS ROADS:

a. Lateral roads are needed to connect all unloading points along the beach and installations inland from the beach.

b. Parallel roads connect to the lateral roads. There must be at least two roads from the beach and at least one separate road returning to the beach.

6. LANDING ZONE SITES:

There is a need for at least three landing sites within the BSA. Locate these sites in the fuel dump area, the ammunitions dump area, and the medical area. Mark these sites with a specific marking. The landing sites can be shared by other supply dumps that are near by. If the rations supply dump is near the fuel supply dump landing site, then you could fly the rations into the same landing site.

7. WATER SUPPLY POINTS:

Locate water supply points within the BSA so that the landing support can provide for their defense and administrative support. The personnel and equipment needed to establish and operate these are located at predetermined points. Landing support reports their establishment and exact location to higher headquarters.

8. EQUIPMENT STAGING AREA:

a. Vehicle Parking and Repair. The large number of vehicles that are landed requires that a vehicle parking and repair area be established early. It is set up and operated by maintenance specialists attached to landing support from FSSG.

b. Types of backloads

1. Administrative

(a) The termination of the amphibious operation is predicated on the accomplishment of the mission. When this has taken place, the Commander Amphibious Task force (CATF) and the Commander Landing Force (CLF) make a joint decision to backload the tactical unit.

(b) With the use of the landing plan, the units are backloaded in reverse order at a rate the support shipping can handle.

2. Retrograde Movement

(a) The existing landing support unit must be reinforced with more labor and equipment because embarkation usually must proceed at a faster rate than normal. Tactical unit personnel may be available for loading and other labor duties.

(b) All nonessential troops and equipment of the landing support are backloaded first. Bulk cargo, equipment, and service support troops are backloaded next, followed by the tactical units, less the covering force.

(c) The landing support then effects its own embarkation of equipment. Engineer personnel, possibly assisted by demolition teams, destroy all equipment and facilities using explosives and ammunition that might otherwise have to be abandoned.

REFERENCE:

1. FMFM 4-3